

take the rail road heretofore spoken of, between Charleston and Norfolk or the Upper route to the Roanoke, where he will have joined the general course of land travel from Upper Alabama and the State of Mississippi, and from Arkansas, Tennessee and Kentucky. Hence he may pursue the route by Richmond, Washington and Baltimore, or from Richmond by James river to Norfolk, or taking the Portsmouth and Roanoke rail road, he may by that proceed to Norfolk, and by the Bay and the Baltimore and Susquehanna rail road or by Frenchtown and New Castle to Philadelphia, or finally, from Norfolk by Tangier Sound and the Eastern Shore Rail Road, Elkton and Wilmington to the same point.

Of the claims of a lengthened sea voyage to a preference, it is not necessary to say much, the general disinclination of landsmen to that mode of conveyance being well understood; the rail roads will probably, carry most all of them to the Roanoke, or to Norfolk. That all travellers bound to the Eastern Cities will, from Halifax or Weldon pursue either of the routes I have mentioned, it would be altogether unreasonable to expect, but it is within the bounds of probability that a great majority of them will take the route by Norfolk and the Eastern Shore. It is yet more certain, that when the contemplated road from Charleston will be in operation, nearly all travellers coming from the southwest and from the seaboard, will go upon it. Its directness and levellness must give it a decided superiority in point of time and cheapness, over any road that can reasonably be expected to be brought into competition with it, and its superior certainty at all seasons of the year, will likewise recommend it. The road by Richmond and Fredericksburg with which it will be more likely to be in competition, being longer by about 18 miles, reckoning from Roanoke river, or from their intersection 27 miles, and part of it being much more steeply graded, cannot be travelled in the same time or as cheaply. On the Potomac river the travel is liable to be interrupted by ice, and in point of fact it is frequently interrupted, and the passage of the Susquehanna river which the route crosses, is not at all times very practicable. The route too, must be subject to delay and detention arising from want of harmony of arrangement amongst the many distinct companies and interests which are concerned in it. On parts of it, the com-